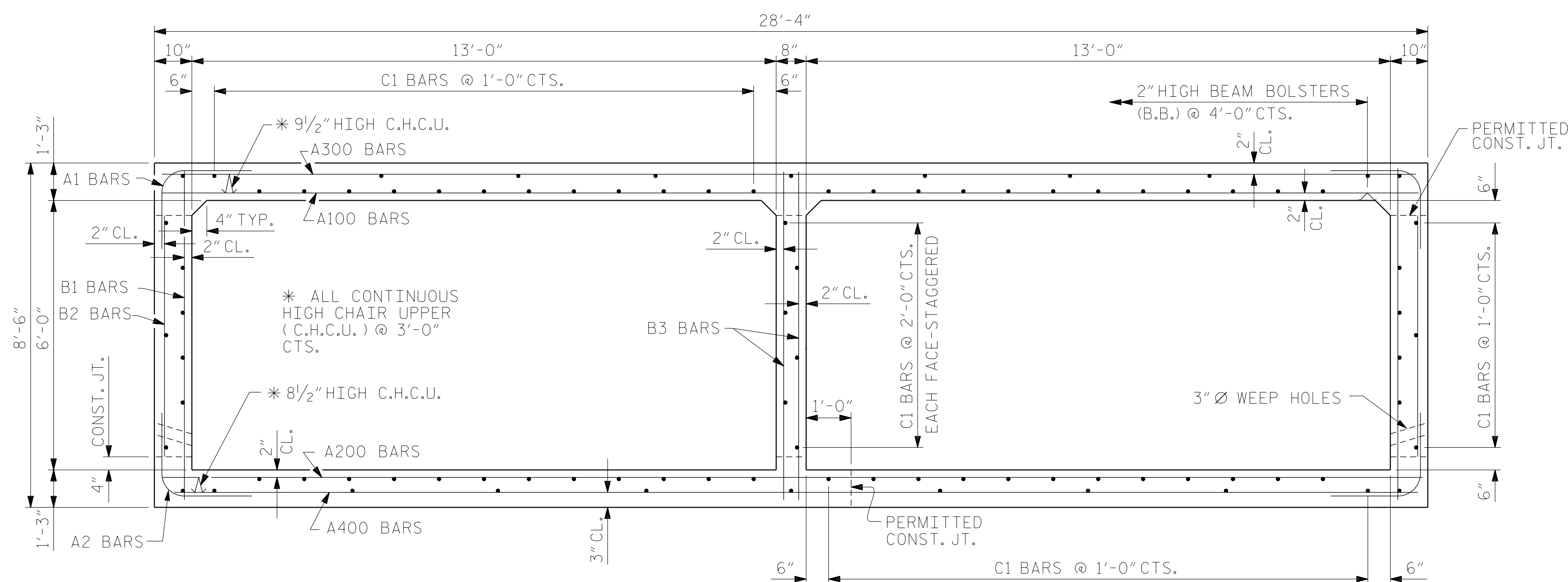
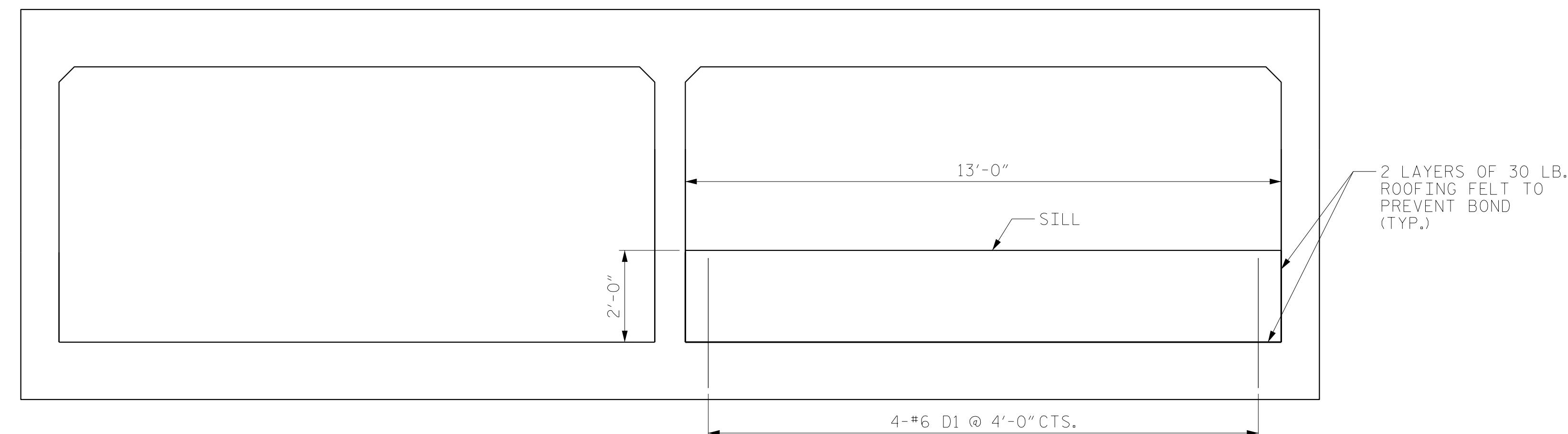
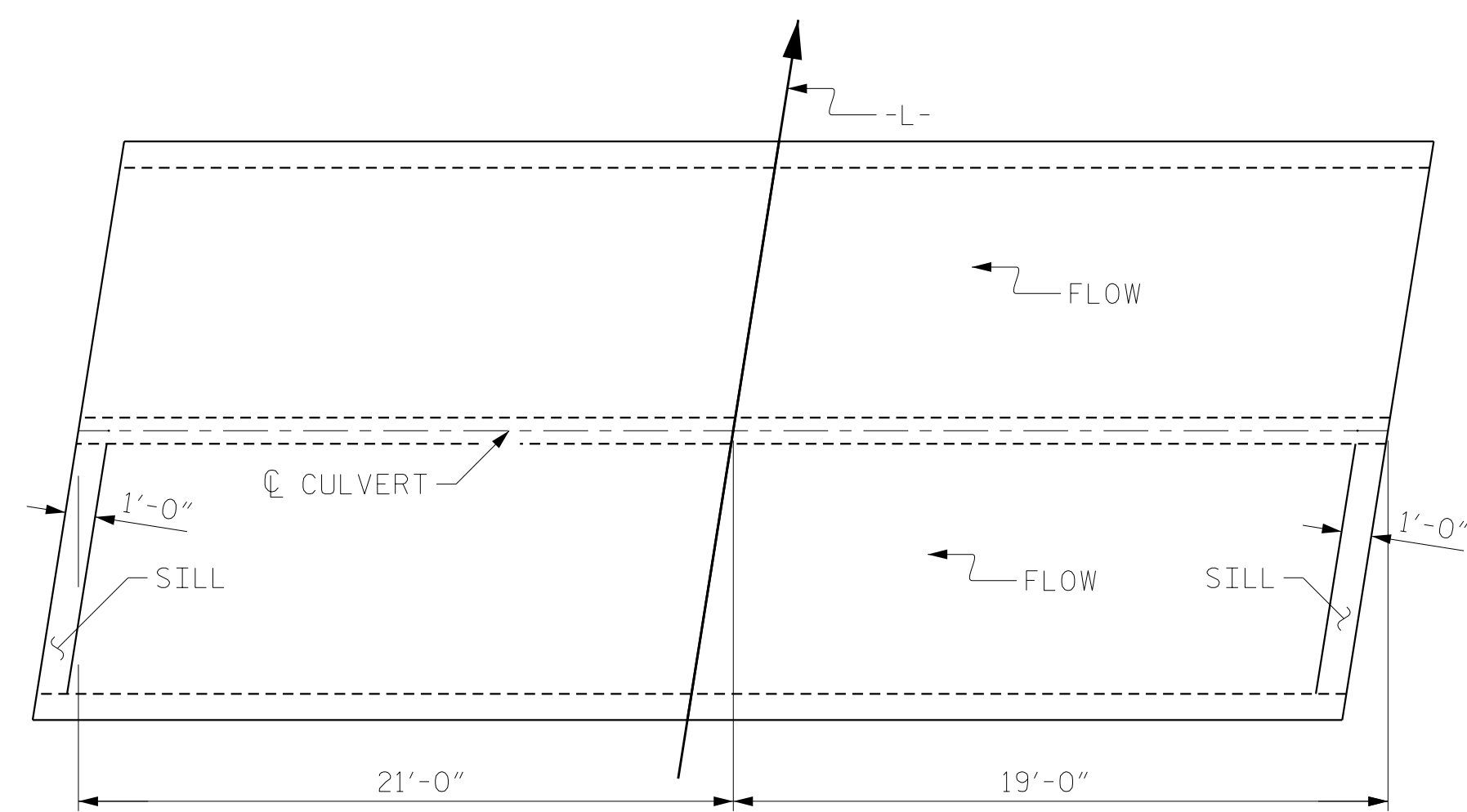
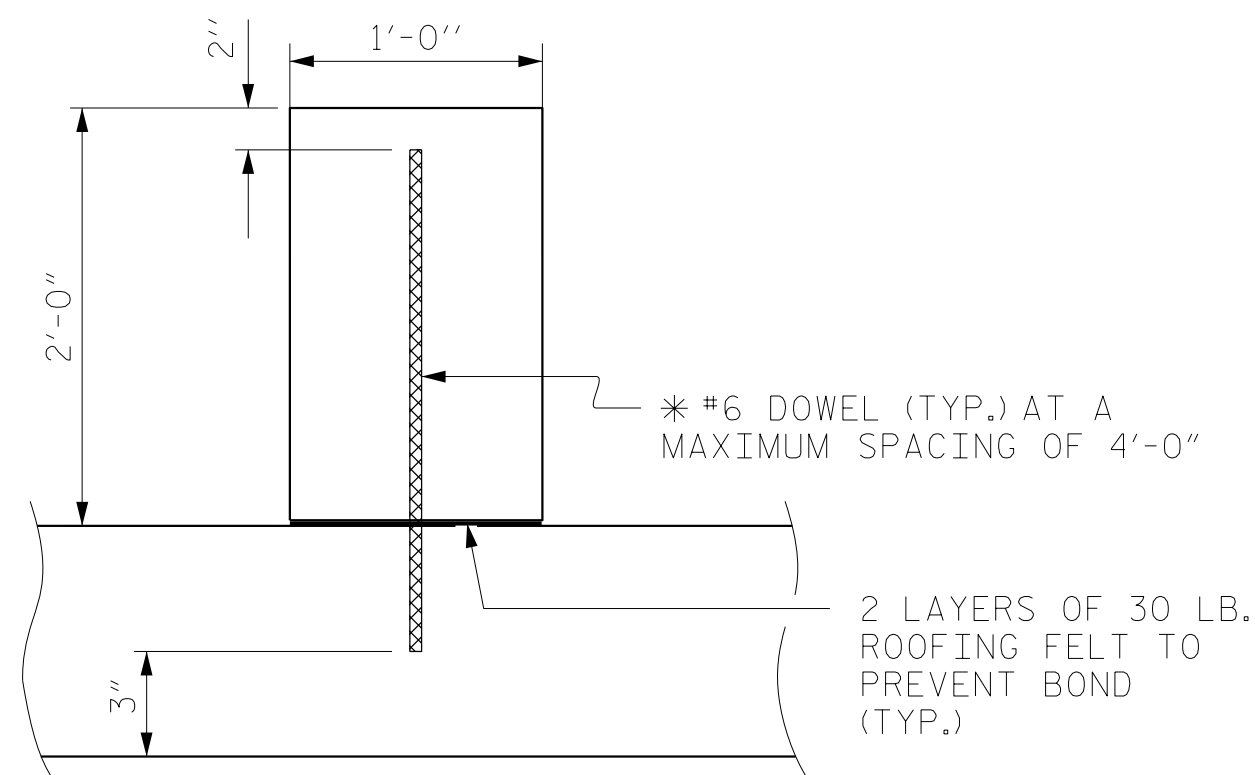


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DRAWN BY : MAL DATE : 05/2015
 CHECKED BY : JMR DATE : 05/2015
 DESIGN ENGINEER
 OF RECORD : JMR DATE : 05/2015

RIGHT ANGLE SECTION OF BARREL

THERE ARE 90 "C" BARS IN SECTION OF BARREL.

The diagram illustrates a 90-degree bar splice. The horizontal leg is labeled 'VERTICAL LEG' (likely a typo for 'HORIZONTAL LEG') and has a length of '1'-10 1/2"'. The vertical leg has a height of '2'-0"'. The corner is rounded with a radius of '6" R.'. The distance from the center of the corner to the end of the horizontal leg is '9 1/2"'. The distance from the center of the corner to the end of the vertical leg is 'A1, A2'. A circled number '1' is placed near the horizontal leg.

BILL OF MATERIAL (CONT'D)						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
B1	80	#4	STR	8'-1"	432	
B2	158	#5	STR	5'-4"	879	
B3	80	#4	STR	8'-1"	432	
C1	180	#4	STR	20'-10"	2505	
D1	8	#6	STR	2'-10"	34	
G1	8	#5	STR	28'-5"	237	
S2	12	#8	STR	28'-5"	910	
REINFORCING STEEL					16,223 LBS.	

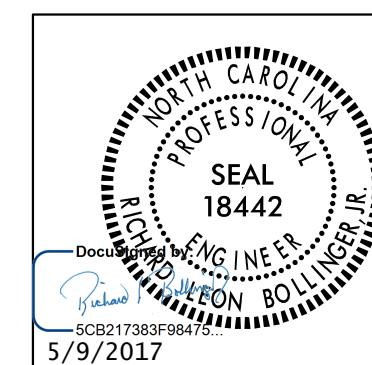
BILL OF MATERIAL						
	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
	A1	158	#5	1	4'-8"	769
	A2	158	#5	1	4'-8"	769
	A100	70	#5	STR	28'-0"	2044
	A101	2	#5	STR	25'-9"	54
	A102	2	#5	STR	22'-11"	48
	A103	2	#5	STR	20'-1"	42
	A104	2	#5	STR	17'-3"	36
	A105	2	#5	STR	14'-5"	30
	A106	2	#5	STR	11'-7"	24
	A107	2	#5	STR	8'-9"	18
	A108	2	#5	STR	5'-11"	12
	A109	2	#5	STR	3'-1"	6
	A200	70	#5	STR	28'-0"	2044
	A201	2	#5	STR	25'-9"	54
	A202	2	#5	STR	22'-11"	48
	A203	2	#5	STR	20'-1"	42
	A204	2	#5	STR	17'-3"	36
	A205	2	#5	STR	14'-5"	30
	A206	2	#5	STR	11'-7"	24
	A207	2	#5	STR	8'-9"	18
	A208	2	#5	STR	5'-11"	12
	A209	2	#5	STR	3'-1"	6
	A300	70	#5	STR	28'-0"	2044
	A301	2	#5	STR	25'-9"	54
	A302	2	#5	STR	22'-11"	48
	A303	2	#5	STR	20'-1"	42
	A304	2	#5	STR	17'-3"	36
	A305	2	#5	STR	14'-5"	30
	A306	2	#5	STR	11'-7"	24
	A307	2	#5	STR	8'-9"	18
	A308	2	#5	STR	5'-11"	12
	A309	2	#5	STR	3'-1"	6
	A400	70	#5	STR	28'-0"	2044
	A401	2	#5	STR	25'-9"	54
	A402	2	#5	STR	22'-11"	48
	A403	2	#5	STR	20'-1"	42
	A404	2	#5	STR	17'-3"	36
	A405	2	#5	STR	14'-5"	30
	A406	2	#5	STR	11'-7"	24
	A407	2	#5	STR	8'-9"	18
	A408	2	#5	STR	5'-11"	12
	A409	2	#5	STR	3'-1"	6

PROJECT NO. 17BP.14.R.127

TRANSYLVANIA COUNTY

STATION: 12+94.00 -L-

SHEET 3 OF 6

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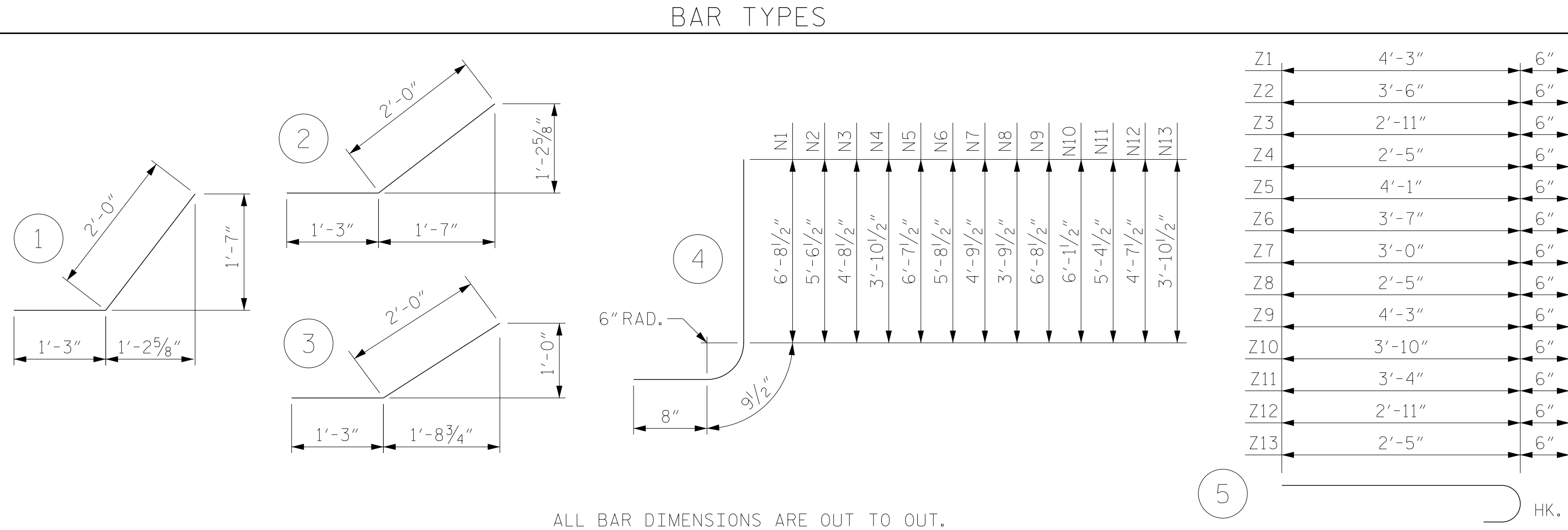
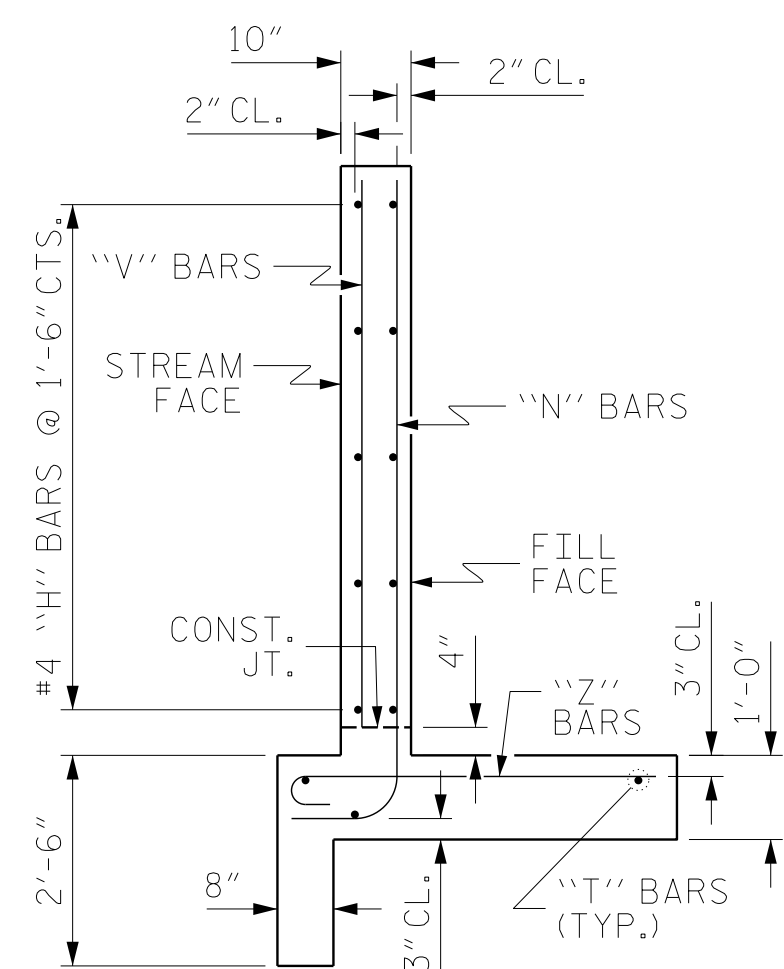
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919-926-4100 FAX 919-846-9080
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 13'-0" X 6'-0"
CONCRETE BOX CULVERT

FOR BRIDGE OVER BOYLSTON
CREEK ON SR 1502 BETWEEN
NC 280 AND SR 1501

Inc.	REVISIONS						SHEET NO. C-3
	NO.	BY:	DATE:	NO.	BY:	DATE:	
	1	RLB	05/05/17	3			TOTAL SHEETS 6
	2			4			



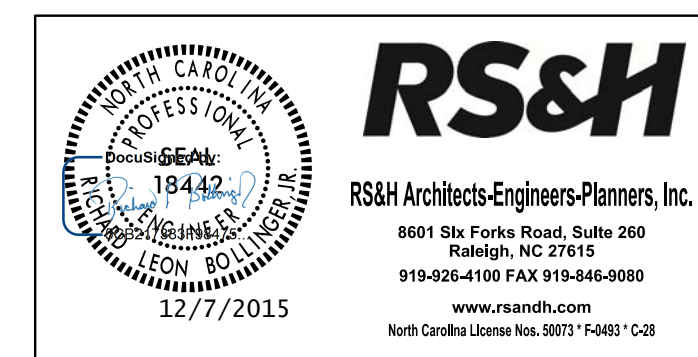
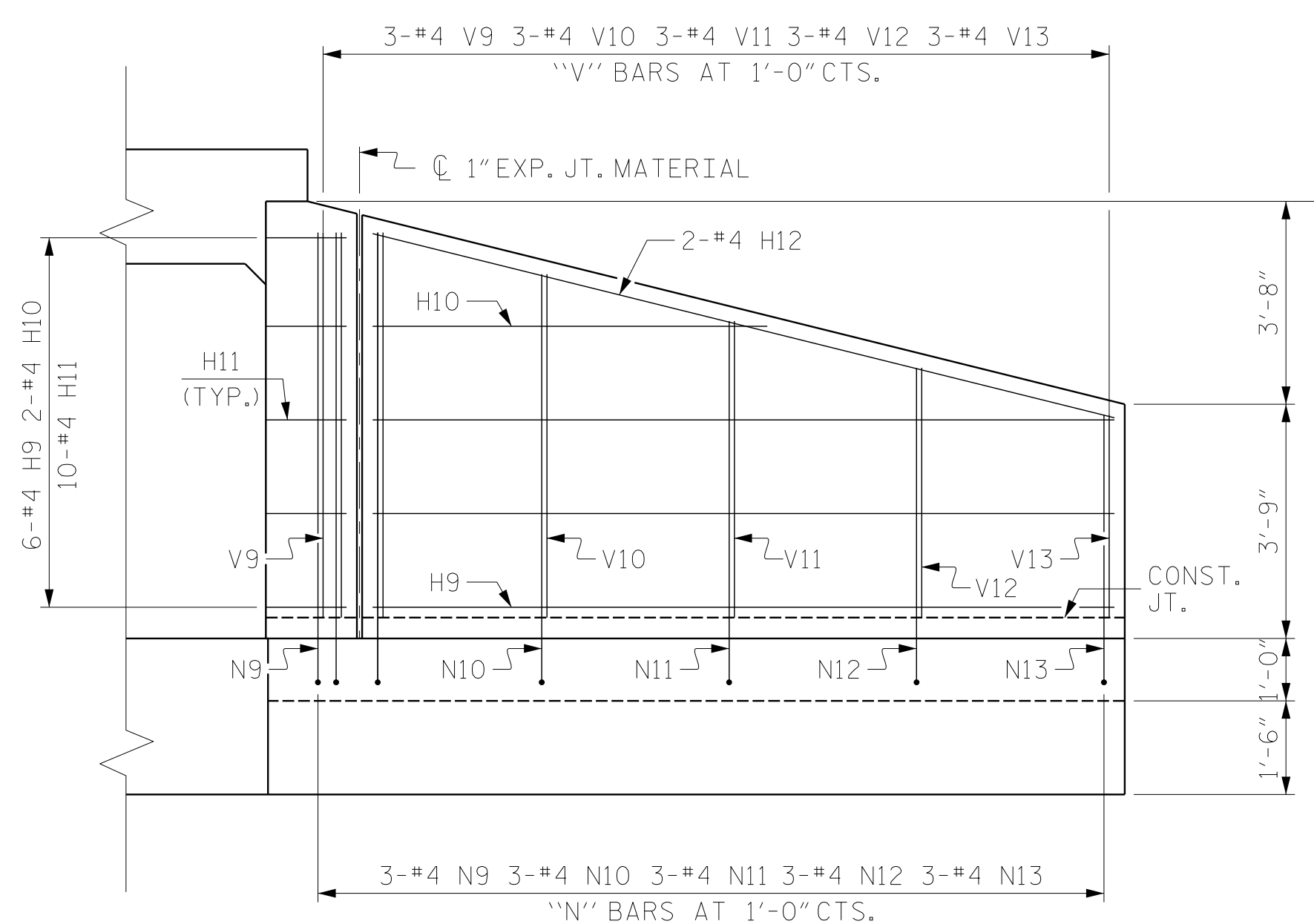
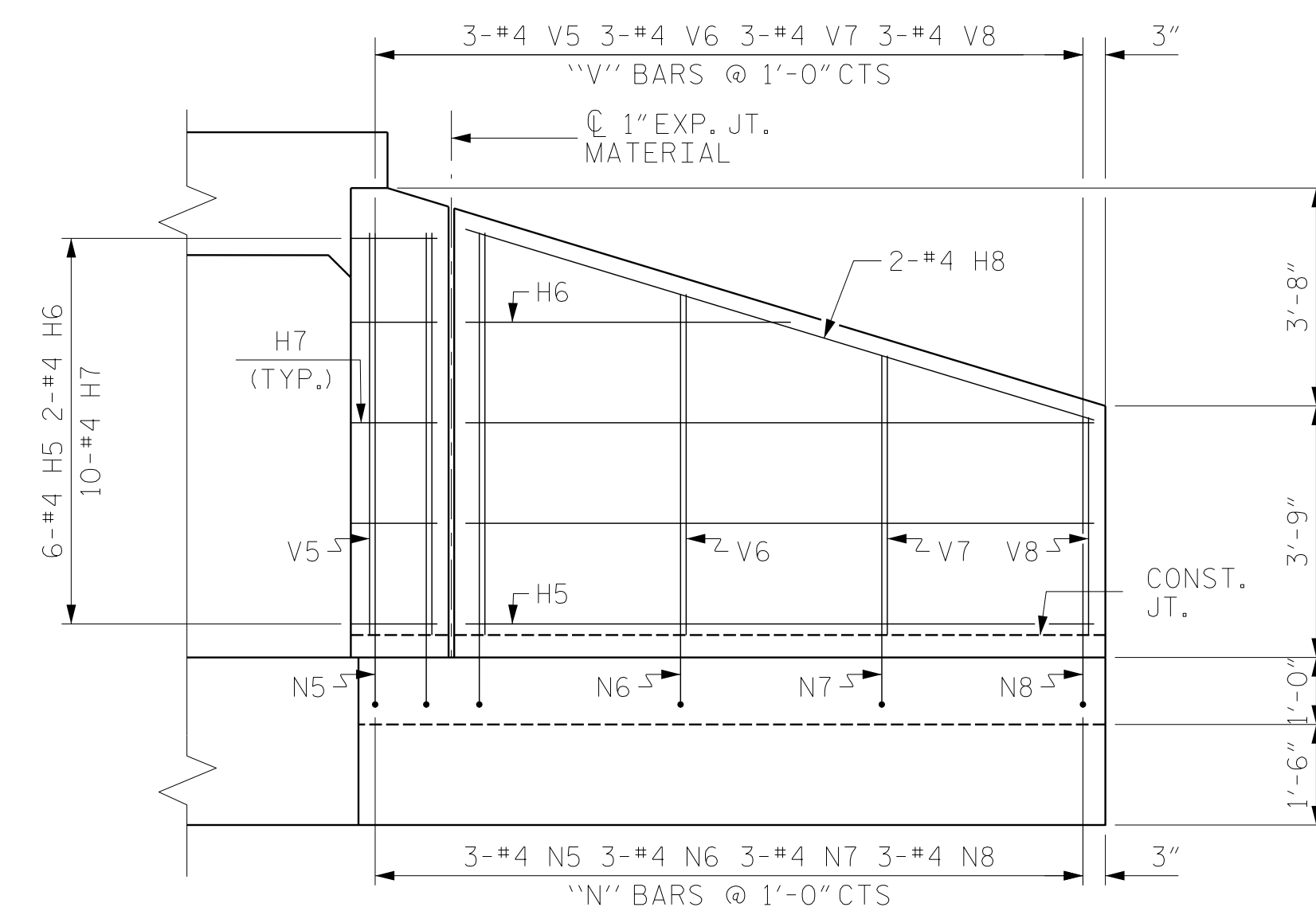
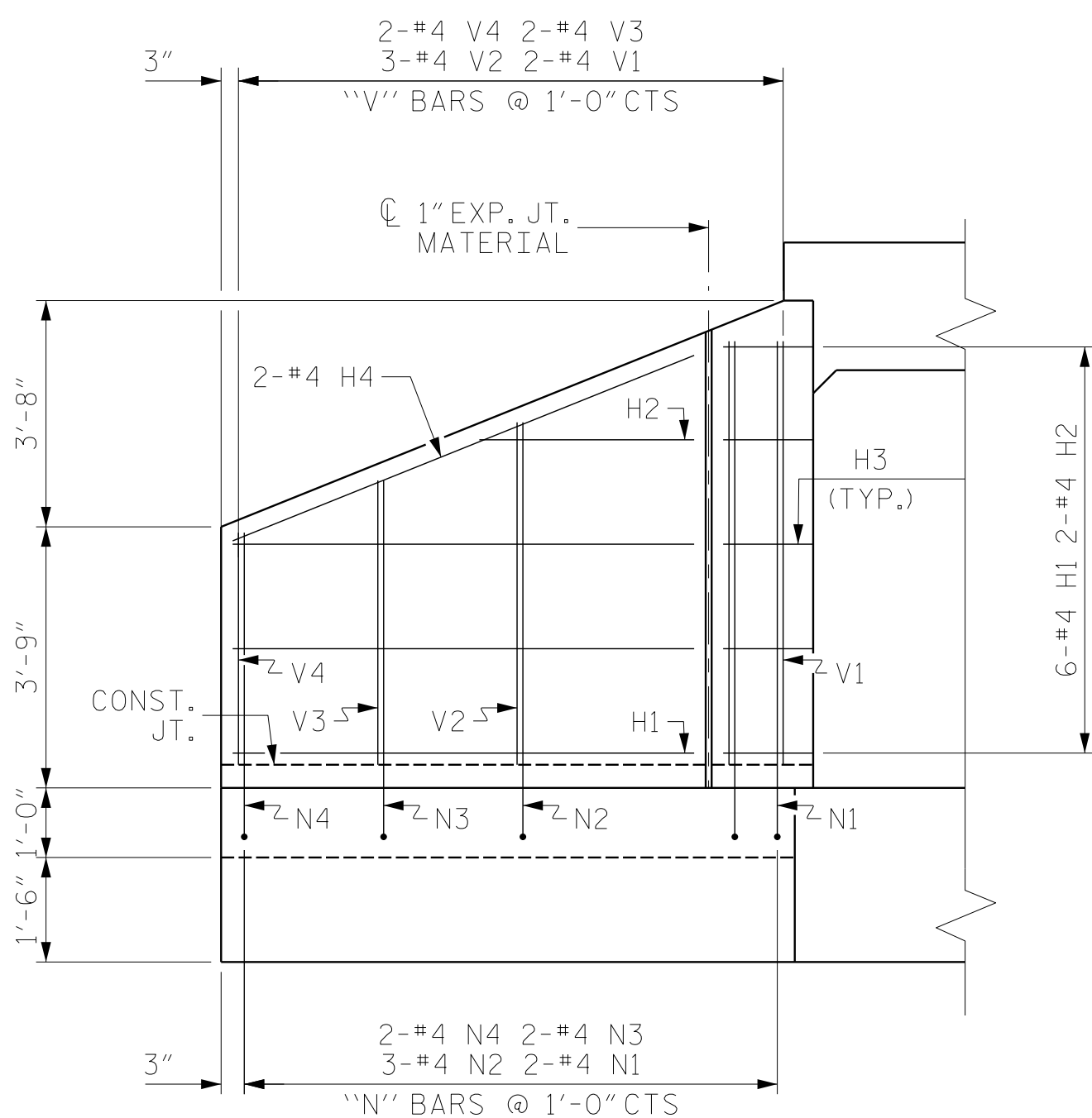
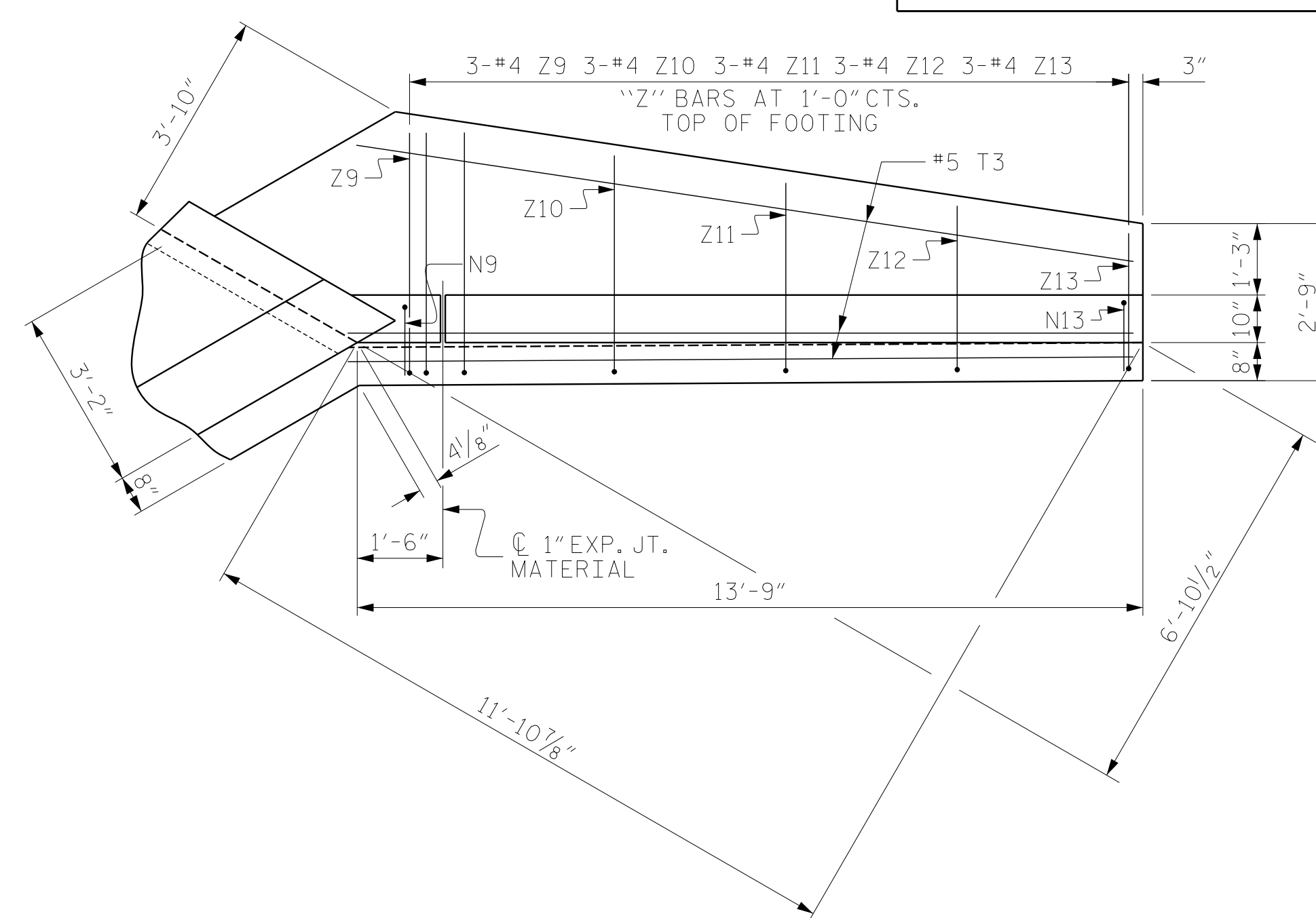
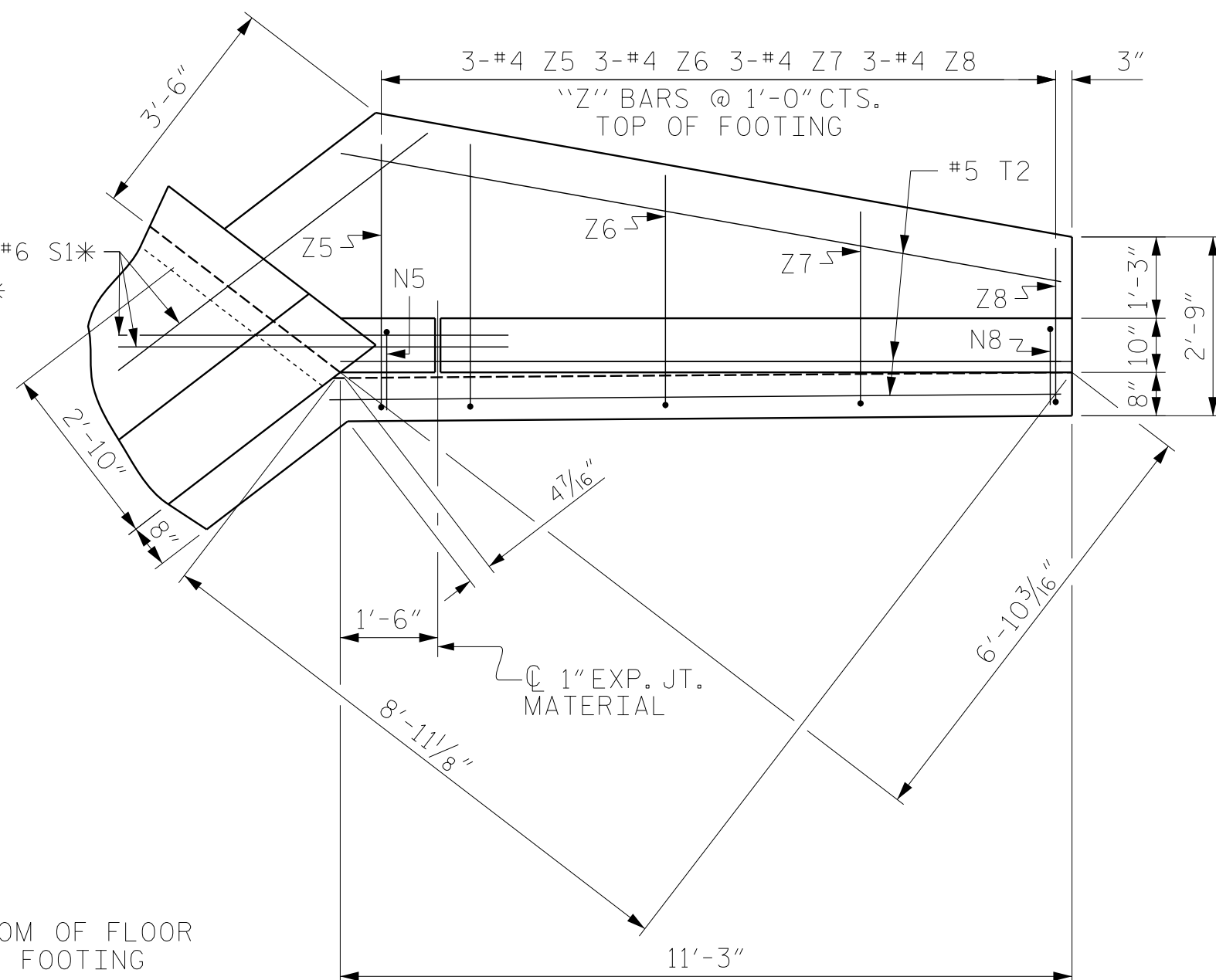
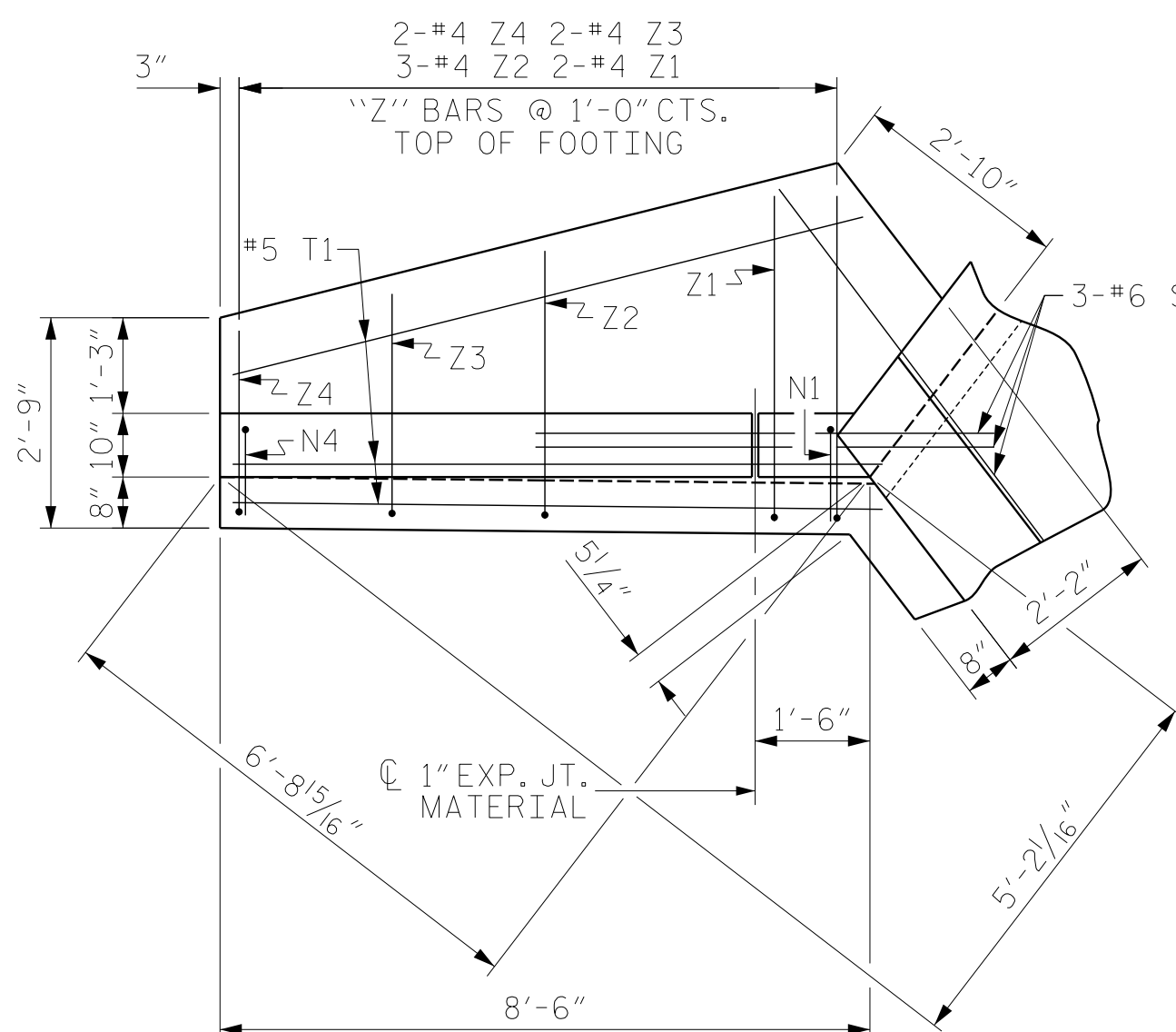
BILL OF MATERIAL (CONT'D.)						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
Z1	4	#4	5	4'-9"	13	
Z2	6	#4	5	4'-0"	16	
Z3	4	#4	5	3'-5"	9	
Z4	4	#4	5	2'-11"	8	
Z5	3	#4	5	4'-7"	9	
Z6	3	#4	5	4'-1"	8	
Z7	3	#4	5	3'-6"	7	
Z8	3	#4	5	2'-11"	6	
Z9	3	#4	5	4'-9"	10	
Z10	3	#4	5	4'-4"	9	
Z11	3	#4	5	3'-10"	8	
Z12	3	#4	5	3'-5"	7	
Z13	3	#4	5	2'-11"	6	

REINFORCING STEEL	938	LBS
FOR 4 WINGS		
CLASS A CONCRETE		
4 WINGS	15.7	CY
2 HEADWALLS	2.7	CY
2 END CURTAIN WALLS	3.4	CY
TOTAL	21.8	CY

BILL OF MATERIAL						
	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
	H1	12	#4	STR	6'-7"	53
	H2	4	#4	STR	3'-1"	8
	H3	20	#4	1	3'-3"	43
	H4	4	#4	STR	7'-1"	19
	H5	6	#4	STR	9'-4"	37
	H6	2	#4	STR	4'-10"	6
	H7	10	#4	2	3'-3"	22
	H8	2	#4	STR	9'-9"	13
	H9	6	#4	STR	11'-10"	47
	H10	2	#4	STR	6'-3"	8
	H11	10	#4	3	3'-3"	22
	H12	2	#4	STR	12'-2"	16

N1	4	#4	4	8'-2"	22
N2	6	#4	4	7'-1"	28
N3	4	#4	4	6'-2"	16
N4	4	#4	4	5'-4"	14
N5	3	#4	4	8'-1"	16
N6	3	#4	4	7'-2"	14
N7	3	#4	4	6'-3"	13
N8	3	#4	4	5'-3"	11
N9	3	#4	4	8'-2"	16
N10	3	#4	4	7'-7"	15
N11	3	#4	4	6'-10"	14
N12	3	#4	4	6'-1"	12
N13	3	#4	4	5'-4"	11

S1	6	#6	STR	6'-0"	54
T1	6	#5	STR	8'-6"	53
T2	3	#5	STR	11'-3"	35
T3	3	#5	STR	13'-9"	43
V1	4	#4	STR	6'-1"	16
V2	6	#4	STR	4'-11"	20
V3	4	#4	STR	4'-1"	11
V4	4	#4	STR	3'-4"	9
V5	3	#4	STR	6'-0"	12
V6	3	#4	STR	5'-1"	10
V7	3	#4	STR	4'-2"	8
V8	3	#4	STR	3'-3"	7
V9	3	#4	STR	6'-2"	12
V10	3	#4	STR	5'-6"	11
V11	3	#4	STR	4'-9"	10
V12	3	#4	STR	4'-0"	8
V13	3	#4	STR	3'-3"	7



PROJECT NO. 17BP.14.R.127
TRANSYLVANIA COUNTY
 STATION: 12+94.00 -L-

SHEET 4 OF 6

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
WINGS
FOR
CONCRETE BOX CULVERT
H = 6'-0" SLOPE = 2%

REVISIONS						SHEET NO. C-4
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 6
2			4			

NOTES

THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS SHALL CONSIST OF THE FOLLOWING COMPONENTS :

- A. FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 2½".
- B. 4 - 1" Ø X 2 ¼" BOLTS WITH WASHERS, BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLTS AND WASHERS SHALL BE GALVANIZED. (AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE 1" Ø X 2 ¼" GALVANIZED BOLTS AND WASHERS. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.)
- C. WIRE STRUTS SHOWN IN THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS DETAIL ARE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 P.S.I. AS AN OPTION, A ⅞" Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.

GUARDRAIL ANCHOR ASSEMBLY WITH BOLTS SHALL BE ASSEMBLED IN THE SHOP. BOLT THREADS MAY BE RECUT AS NECESSARY TO INSURE FIT.

THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS COMPLETE IN PLACE, SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR CLASS "A" CONCRETE.

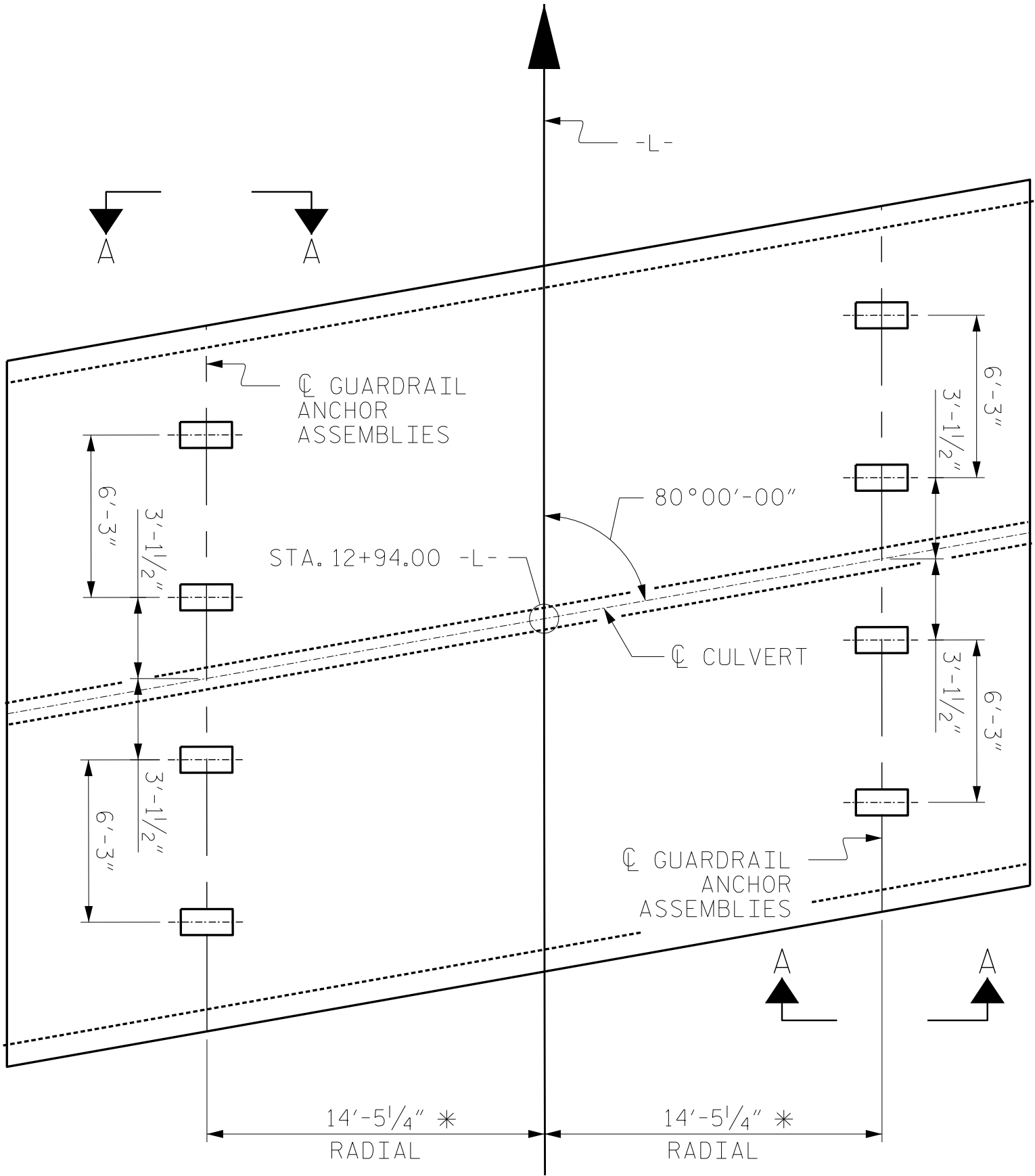
FERRULES TO BE PLUGGED DURING POURING OF SLAB AS RECOMMENDED BY THE MANUFACTURER.

AT THE CONTRACTOR'S OPTION, FERRULES WITH OPEN OR CLOSED ENDS MAY BE USED.

PAYMENT FOR GUARDRAIL, POSTS, AND POST BASE PLATES IS INCLUDED IN ROADWAY PAY ITEMS.

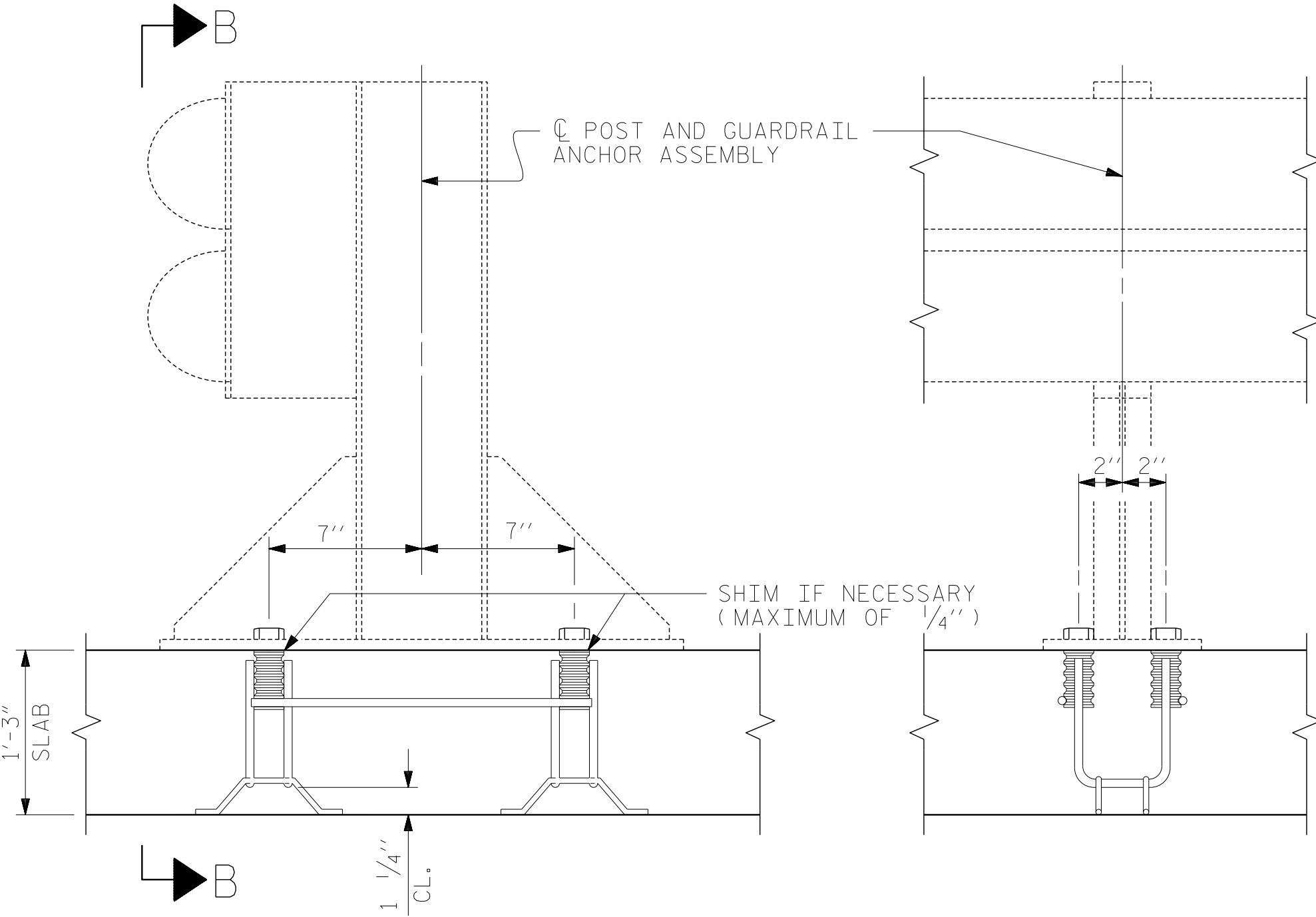
SLAB REINFORCING STEEL MAY BE SHIFTED AS NECESSARY TO CLEAR GUARDRAIL ANCHOR ASSEMBLY. CARE SHOULD BE TAKEN TO KEEP THE SHIFTING OF REINFORCING STEEL TO A MINIMUM.

THE CONTRACTOR MAY USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF GUARDRAIL ANCHOR ASSEMBLY. LEVEL TWO FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 1" Ø BOLT IS 21.8 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE STANDARD SPECIFICATIONS.



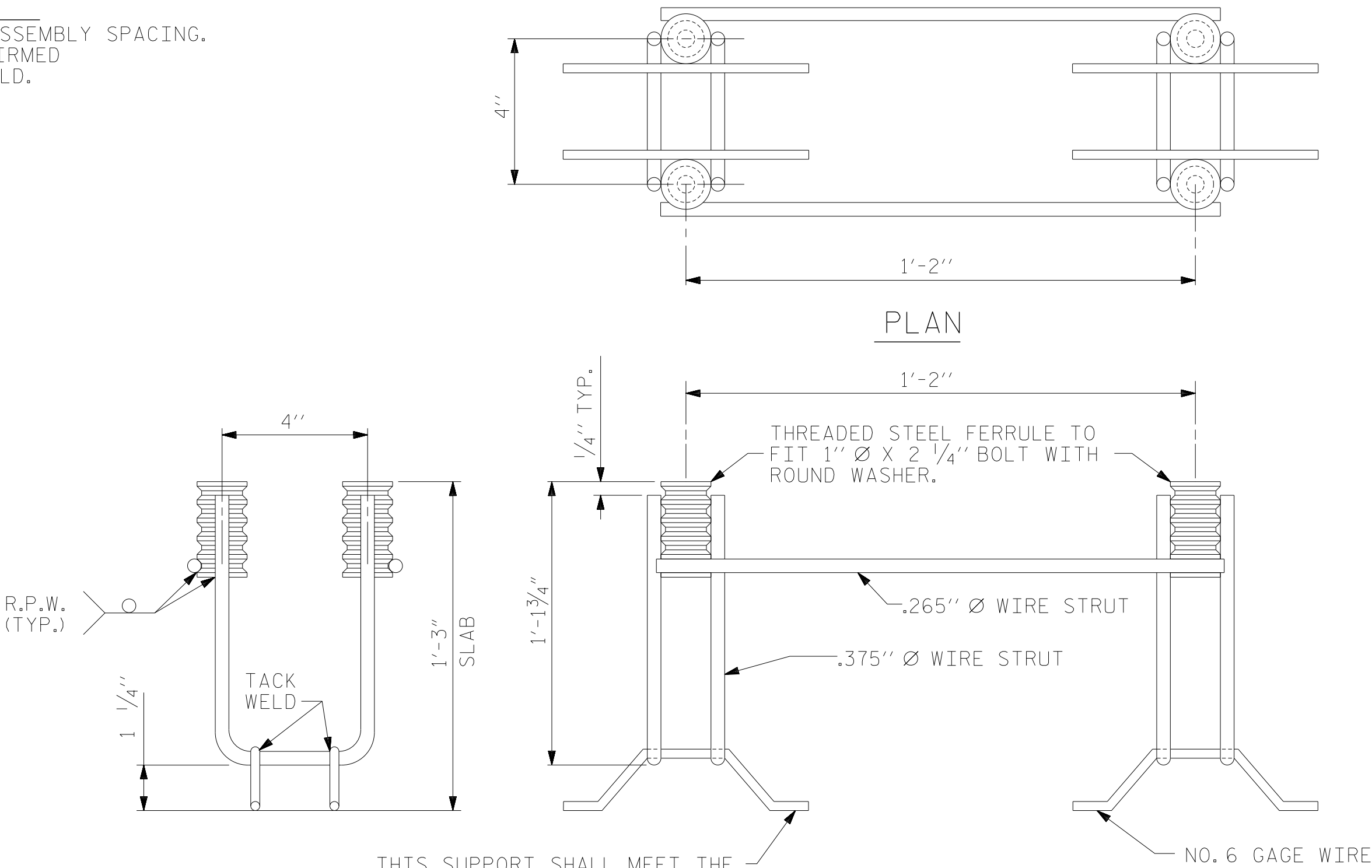
PLAN

SHOWING : GUARDRAIL ANCHOR ASSEMBLY SPACING.
* THIS DIMNESION TO BE CONFIRMED BY THE ENGINEER IN THE FIELD.



SECTION A-A

SECTION B-B



ELEVATION

SIDE VIEW

THIS SUPPORT SHALL MEET THE REQUIREMENTS AS SPECIFIED FOR SUPPORTS FOR REINFORCING STEEL. SEE SPECIFICATIONS.

GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS

PROJECT NO. 17BP.14.R.127
TRANSYLVANIA COUNTY
STATION: 12+94.00 -L-

SHEET 5 OF 6

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8601 Six Forks Road, Suite 260
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919-926-4100 FAX 919-846-9080
www.rsandh.com
North Carolina License Nos. 50073-F-0493-C-28

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
ANCHORAGE DETAILS FOR
GUARDRAIL ANCHOR ASSEMBLY
FOR CULVERTS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-5
1			3			TOTAL SHEETS
2			4			6

STD. NO. GRA1

ASSEMBLED BY :	MAL	DATE :	05/2015
CHECKED BY :	JMR	DATE :	05/2015
DRAWN BY :	FCJ	6/88	REV. 5/7/03 RWW/JTE
CHECKED BY :	ARB	6/88	REV. 5/1/06R KMM/GM
			REV. 10/1/11 MAA/GM

LOAD FACTORS:

DESIGN LOAD RATING FACTORS

LOAD TYPE	MAX FACTOR	MIN FACTOR
DC	1.25	0.90
DW	1.50	0.65
EV	1.30	0.90
EH	1.35	0.90
ES	1.35	0.90
LS	1.75	--
WA	1.00	--

NOTE:
RATING FACTORS ARE BASED ON THE STRENGTH I LIMIT STATE.

COMMENTS:

1.

2.

3.

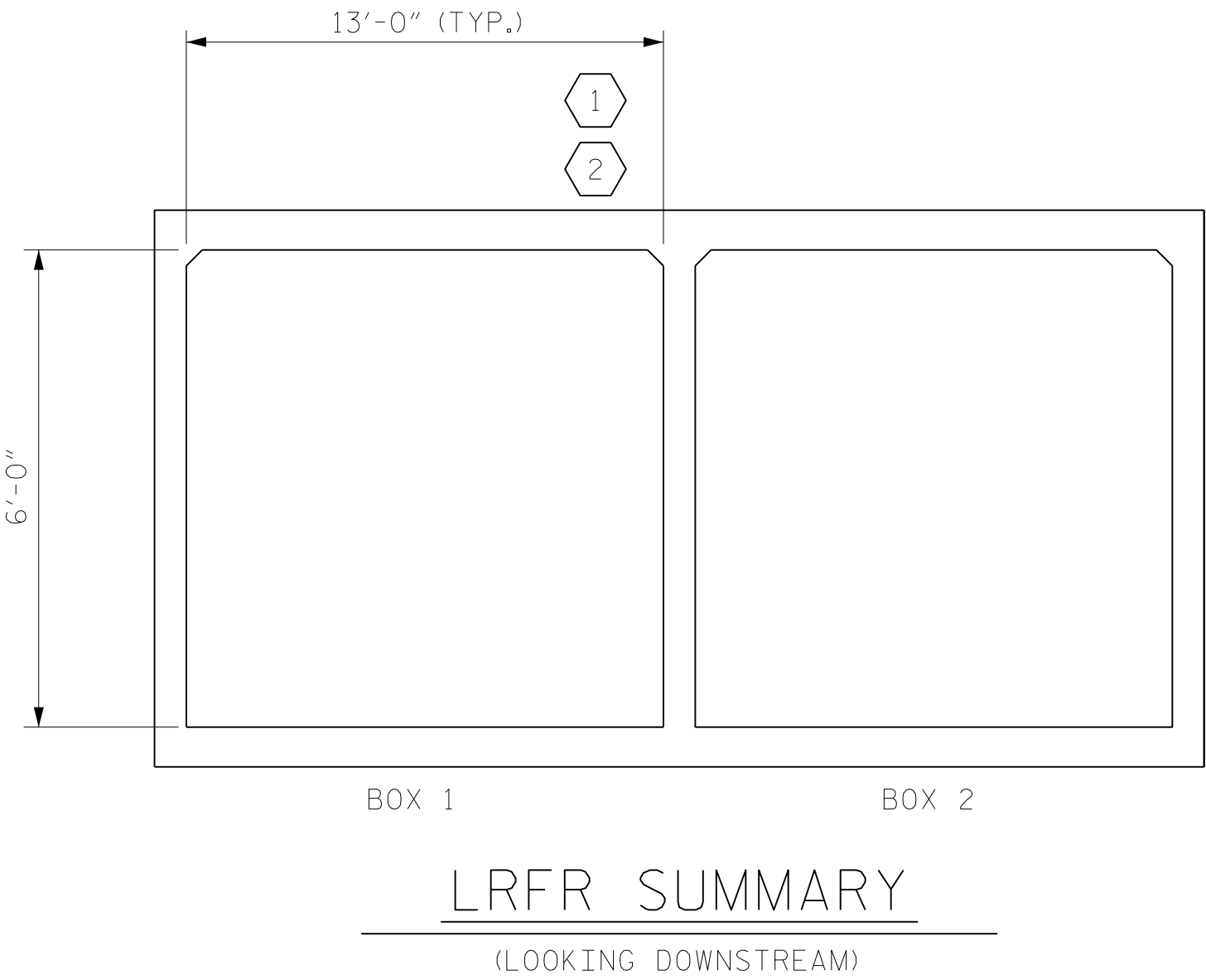
4.

CONTROLLING LOAD RATING

1 DESIGN LOAD RATING (HL-93)

2 DESIGN LOAD RATING (HS-20)

3 LEGAL LOAD RATING **
** SEE CHART FOR VEHICLE TYPE



PROJECT NO. 17BP.14.R.127
TRANSYLVANIA COUNTY
STATION: 12+94.00 -L-

SHEET 6 OF 6

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

LRFR SUMMARY FOR
REINFORCED CONCRETE
BOX CULVERTS
(NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-6
1			3			TOTAL SHEETS
2			4			6

DRAWN BY : MAL DATE : 05/2015
CHECKED BY : JMR DATE : 05/2015
DESIGN ENGINEER OF RECORD : JMR DATE : 05/2015

STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS	- - - - -	A.A.S.H.T.O. (CURRENT)
LIVE LOAD	- - - - -	SEE PLANS
IMPACT ALLOWANCE	- - - - -	SEE A.A.S.H.T.O.
STRESS IN EXTREME FIBER OF		
STRUCTURAL STEEL - AASHTO M270 GRADE 36	-	20,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50W	-	27,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50	-	27,000 LBS. PER SQ. IN.
REINFORCING STEEL IN TENSION		
GRADE 60	- -	24,000 LBS. PER SQ. IN.
CONCRETE IN COMPRESSION	- - - - -	1,200 LBS. PER SQ. IN.
CONCRETE IN SHEAR	- - - - -	SEE A.A.S.H.T.O.
STRUCTURAL TIMBER - TREATED OR		
UNTREATED - EXTREME FIBER STRESS	- - - - -	1,800 LBS. PER SQ. IN.
COMPRESSION PERPENDICULAR TO GRAIN OF TIMBER	- - - -	375 LBS. PER SQ. IN.
EQUIVALENT FLUID PRESSURE OF EARTH	- - - - -	30 LBS. PER CU. FT.
		(MINIMUM)

MATERIAL AND WORKMANSHIP:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2012 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

STEEL SHEET PILING FOR PERMANENT OR TEMPORARY APPLICATIONS SHALL BE HOT ROLLED.

CONCRETE:

UNLESS OTHERWISE REQUIRED ON PLANS, CLASS A CONCRETE SHALL BE USED FOR ALL PORTIONS OF ALL STRUCTURES WITH THE EXCEPTION THAT: CLASS AA CONCRETE SHALL BE USED IN BRIDGE SUPERSTRUCTURES, ABUTMENT BACKWALLS, AND APPROACH SLABS; AND CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1-1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

DOWELS WHEN INDICATED ON PLANS AS FOR CULVERT EXTENSIONS, SHALL BE EMBEDDED AT LEAST 12" INTO THE OLD CONCRETE AND GROUTED INTO PLACE WITH 1:2 CEMENT MORTAR.

ALLOWANCE FOR DEAD LOAD DEFLECTION, SETTLEMENT, ETC. IN CASTING SUPERSTRUCTURES:

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE. ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON PLANS. IN SETTING FORMS FOR STEEL BEAM BRIDGES AND PRESTRESSED CONCRETE GIRDER BRIDGES, ADJUSTMENTS SHALL BE MADE DUE TO THE DEAD LOAD DEFLECTIONS FOR THE ELEVATIONS SHOWN. WHERE BLOCKS ARE SHOWN OVER BEAMS FOR BUILDING UP TO THE SLAB, THE VERTICAL DIMENSIONS OF THE BLOCKS SHALL BE ADJUSTED BETWEEN BEARINGS TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. WHERE BOTTOM OF SLAB IS IN LINE WITH BOTTOM OF TOP FLANGES, DEPTH OF SLAB BETWEEN BEARINGS SHALL BE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTION, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. IN SETTING FALSEWORK AND FORMS FOR REINFORCED CONCRETE SPANS, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS, SETTLEMENT OF FALSEWORK, AND PERMANENT CAMBER WHICH SHALL BE PROVIDED FOR IN ADDITION TO THE ELEVATIONS SHOWN. AFTER REMOVAL OF THE FALSEWORK, THE FINISHED STRUCTURES SHALL CONFORM TO THE PROFILE AND ELEVATIONS SHOWN ON THE PLANS AND CONSTRUCTION ELEVATIONS FURNISHED BY THE ENGINEER. DETAILED DRAWINGS FOR FALSEWORK OR FORMS FOR BRIDGE SUPERSTRUCTURE AND ANY STRUCTURE OR PARTS OF A STRUCTURE AS NOTED ON THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE CONSTRUCTION OF THE FALSEWORK OR FORMS IS STARTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE DEFORMED. DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERS OF BARS UNLESS OTHERWISE INDICATED IN THE PLANS. DIMENSIONS ON BAR DETAILS ARE TO CENTERS OF BARS OR ARE OUT TO OUT AS INDICATED ON PLANS. WIRE BAR SUPPORTS SHALL BE PROVIDED FOR REINFORCING STEEL WHERE INDICATED ON THE PLANS. WHEN BAR SUPPORT PIECES ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK LEGS ON ADJOINING PIECES.

STRUCTURAL STEEL:

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE 7/8" Ø SHEAR STUDS FOR THE 3/4" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF 7/8" Ø STUDS ALONG THE BEAM AS SHOWN FOR 3/4" Ø STUDS BASED ON THE RATIO OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-0". EXCEPT AT THE INTERIOR SUPPORTS OF CONTINUOUS BEAMS WHERE THE COVER PLATE IS IN CONTACT WITH BEARING PLATE, THE CONTRACTOR MAY, AT HIS OPTION, SUBSTITUTE FOR THE COVER PLATES DESIGNATED ON THE PLANS COVER PLATES OF THE EQUIVALENT AREA PROVIDED THESE PLATES ARE AT LEAST 5/16" IN THICKNESS AND DO NOT EXCEED A WIDTH EQUAL TO THE FLANGE WIDTH LESS 2" OR A THICKNESS EQUAL TO 2 TIMES THE FLANGE THICKNESS. THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ANSI/AASHTO/AWS "BRIDGE WELDING CODE". ELECTROSLAG WELDING WILL NOT BE PERMITTED. WITH THE SOLE EXCEPTION OF EDGES AT SURFACES WHICH BEAR ON OTHER SURFACES, ALL SHARP EDGES AND ENDS OF SHAPES AND PLATES SHALL BE SLIGHTLY ROUNDED BY SUITABLE MEANS TO A RADIUS OF APPROXIMATELY 1/16 INCH OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE PRIOR TO PAINTING, GALVANIZING, OR METALLIZING.

HANDRAILS AND POSTS:

METAL STANDARDS AND FACES OF THE CONCRETE END POSTS FOR THE METAL RAIL SHALL BE SET NORMAL TO THE GRADE OF THE CURB, UNLESS OTHERWISE SHOWN ON PLANS. THE METAL RAIL AND TOPS OF CONCRETE POSTS USED WITH THE ALUMINUM RAIL SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB. METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINIS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

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